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12.45 p.m.	1.15 p.m. ... Every 10 minutes.
1.15 p.m.	1.45 p.m. ... Every 10 minutes.
1.45 p.m.	2.15 p.m. ... Every 10 minutes.
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Hongkong, 19th October, 1906.

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BIRTH.

On October 17th, at Shanghai, the wife of ARTHUR EVERHART, of a daughter.

HONGKONG OFFICE: 10A, DES VUEZ ROAD, C
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The Daily Press.

HONGKONG, OCTOBER 22ND, 1906.

Not the least interesting feature of our present civilisation is the large extent to which prehistoric traditions, forgotten in the ordinary stress of our daily lives, still exist amongst us. When the school-boy expressing some surprise at his companion's prowess at marbles ascribes it by the confirmatory exclamation, "by jingy," he little thinks that thousands of generations of school-boys before him, and not school-boys only but grave and reverend signors as well, have made the same appeal to the twin horsemen as a testimony to the truth of their evidence. But why should the Twins in particular have anything to say to public folk? A small book of some 160 pages recently published by the Cambridge University Press, "The Cult of the Heavenly Twins," by J. RENDEL HARRIS, M.A., D. Litt., throws some light on the subject. "How," asks Dr. RENDEL HARRIS, "is one to make the connection between the modern man who swears by Gemini and those early forms of the cult which we have brought to light?" It belongs, is the answer, "to the time when the Twins have been recognised as children of the sky, and have become associated with the sky-god, or thunder god, or sun-god as his assessors. And it is because of this connection—that they became the guardians of public truth. Men swore by God and S. Polioctus because they had sworn by Jupiter and the Twins, and they swore by Jupiter because being

a sky-god he was able to see everything that went on; and the Twins, being assessors of the sky-god shared his knowledge." When from reasons, political as well as religious, the whole Roman Empire became Christian, the easier to accommodate the last batch of converts a sort of compromise was made, and many of the old shrines were converted into chapels where the new converts were permitted to continue many of the old rites, provided that they addressed them to Christian saints. Gradually too, the calendar was shifted about so that many of the old festivals were taken up for the use of the Church. Christmas day, Easter, the Lady days, and the feast of the Two Saints John were made to mark the return of the great natural divisions of the year: mid-winter and the opening of spring, as well as the two solstices and the equinoxes. As the most popular divinities in the older cult the Twins who had been the ancient champions of Italy could hardly be left out, but they could not be brought in in their antique ascendancy, as the actual rulers of the sky, consistently with any form of Christianity. Still the people had an affection for the old shrines, and could not be tempted to desert them; gradually stories of old saints, often in duplicate, surrounded with many of the old attributes of the twins, grew up around these old shrines, and gradually too, with the growing toleration of the age the priests of the new religion found it safe to transfer the less objectionable old rites to the service of the Church. No district in the empire had been more faithful to the old beliefs than the plains of Lombardy, and nowhere had the church numbered more martyrs; with the general conversion it was not difficult for the popular imagination to accommodate the old Twins with modern martyrdoms. One of these tales centred in Saints Gervasius and Prothasius, two brothers who had perished, so said the story, in one of the persecutions. With the powerful aid of the two great dignitaries, Ambrose of Milan and Gregory of Tours, afterwards to become the great saints of the age, the cult of the new Twins, Gervais and Prothais, rapidly spread, to France on the one side, and on the other as far as Poland, where we find them as two youths in shining white garments appearing before a battle to the queen and assuring her of success. Amongst the other attributes of the Twins transferred to one or other of these saints were chariot racing and pugilistic encounters, so, as Dr. Rendel has it, "if St. Prothais should have inherited from Polux an interest in single combats, the athletes would then have found their patron, or rather would not have lost him." What if St. Gervais discharged a similar function for the chariot-racers? Can we predict what he would develop into? "In like-wise the name of Gervais became a popular one for cab-drivers as well as their machines; all the races of Jarveys and Jarveys and Jarveys in England, Scotland, and Ireland are named after the saint, and so is the carriage which they drive, which is known in the later English literature as a "jarvey." When we consult the etymologists, they do not know anything as to the origin of a Jarvey, whether man or machine, except that it is said that the name is given in honour of a celebrated brother of the craft who met his death by hanging. They do not discern Gervais the martyr behind the condemned Jarvey."

But the story is world-wide, and if we can meet with it in old Greece, in the Romulus and Remus of ancient Rome, in the Jacob and Esau of the children of Israel, in the story of Cain and Abel, in the twin pillars before the Temple of Jerusalem, or the similar erections before the great shrine of Melkarth in Tyre, or in the still older tale of the Babylonian Gilgamesh and Enkidu, why should we despair of finding it in China, whose old myths and legends may well bear comparison with those of Greece itself. As a fact we do, and the story loses none of its instructiveness. The veriest tyro in Chinese literature knows the legend of the foundation of the (so-called) Chou-dynasty. Suddenly, all unannounced, the "Prince of the West", whose name, Ch'ang (the Resplendent) sufficiently displays his character, appears on the horizon, and warns the wicked king that he has come to dispel the mists of darkness which he has permitted to accumulate around him. It was not his fortune to perform the task, but he leaves two equally brilliant sons, Fat, the "Issuer", and Tan, the "Dawn", who both appear as the Chou-kung, or Chinese Dioscuri, and under them the work is completed and the new kingdom of Chou, the "Daylight", founded. Then

appears a series of events whose astronomical character is beyond question: at the dawn of day, while the sky is yet red with the rays of the rising sun, takes place the great contest, and the new state arises amidst a coruscation of splendour. But the myth was already ancient. Some five thousand years ago three conspicuous stars rose at the vernal equinox some two or three hours before the sun; these were the comparatively bright stars in the forefront of the constellation of Aries. In these days there had been no calendar constructed, and the husbandman to know when to put in his seed was accustomed to be guided by the apparition of these stars in the east just before the dawn; naturally then these stars acquired a world-wide reputation, and formed the foundation of many myths. To the people who afterwards settled in India and north-west China they were known as the Aevins or horsemen, but originally the word seems to have had an initial d, and so they were known as the Darcins or "Peepers". They formed the starting point of the Indian Zodiac, and although three in number are always spoken of as dual. These, there is no doubt, were the original "Twins". Somewhere about B.C. 2,200, owing to the procession of the equinox, they ceased to fulfil this function, and in Greece and Italy their names were transferred to the two principle stars in the constellation which came to be called the Twins, Gemini. With the change many of their old functions were likewise transferred; hence we can see how it was that the "Twins" came to be associated with the arts of husbandry, the invention of the plough, the general superintendence of the husbandman; and became patrons of fecundity and the healing art. Traces of this, lost elsewhere, are curiously preserved in China. One of the most pronounced of these was the second ballad of the fourth book of the Shao-Ya, forming the second part of the old Shi King, misnamed the Book of the Odes. Dr. Legge's version parodies this as follows:—

"Let the brilliant white bolt
Passion the young growth of my vegetable garden.
Tether it by the foot, tie it by the collar,
To plough this morning!"

A more correct, and more literal translation shows it to have been a hymn to these stars:—

"Shine on ye glowing steeds of day,
Our meadows wide with light suffuse;
All in your course, your progress stay,
This morning's dawn to call refuse."

The allusion is to another widely spread myth found as far as Greece, but into which it is not necessary now to enter. Myth is, of course, not history, yet, as has been often remarked, it has one incalculable advantage over history that it cannot lie, and hence supplies invaluable information as to the early history of humanity. This is the true utility of such apparently useless trifles as Dr. RENDEL HARRIS's brochure on the long life of the myth of the Heavenly Twins, which throws an unexpected light on the conditions of the early days of Christianity in Europe.

The French Mail of the 19th Sept. was delivered in London on the 19th inst.

Mr. and Mrs. Archibald Little have returned to Shanghai. Mr. Little is now convalescent.

Persistent rumours are in circulation in the bazaars along the Nile that a serious Egyptian outbreak will take place in the New Year.

The wife of Mr. G. W. Eres, chief resident engineer of the Kowloon-Canton Railway, gave birth to a child last week, which was, unhappily, still born.

The military authorities have published in the Gazette the days on and places at which gun practice will be carried out during this month and next.

At the entrance examination for clerkships in the Hongkong Civil Service Messrs. T. G. Ah Hock and Ng Tsan-ki were successful candidates.

Genuine Havana cigars are now at a considerable premium and expected to become very scarce, as a result of the fighting and consequent neglect of crops.

The list of countries to which postal orders can be forwarded from Hongkong or any British Post Office in China is published in the Government Gazette.

The subscription griffins ordered from Shanghai for the next meeting of the Hongkong Jockey Club were shipped by the s.s. Chong-yang and are due to arrive here to-morrow.

The annual Licensing sessions will be held in the Justices room at the Magistracy on Wednesday, November 14th, at 2.30 p.m., when applications for publicans and adjunct licenses for the year 1906-07 will be considered.

To-morrow is the day of the annual sale of work that is arranged in aid of the C. M. S. Baxter Mission Schools. The notice elsewhere gives the City Hall, from 3.30 to 6.30 p.m., as the place and time, and no one who takes sympathetic interest in the work of this mission will require further invitation.

Li Ching-mai, the only surviving son of the late Li Hong-chang, has been recalled from Vienna (where he is Minister) to act as Director of the Banqueting Court at Peking.

Kobe and Osaka merchants have established a flour milling company, to operate in Manchuria, with a capital of one million yen, divided into twenty thousand shares.

The leading citizens of Fukutsu are reported to be changing their residences to other towns owing to the large number of convicts detained there since Southern Saghalian was ceded to Japan.

The gambling in copper on the New York Exchange is causing fears to be expressed of a serious crash. Copper was on October 10th quoted at 22 cents a pound, the highest figure quoted since 1890.

Schedules recommended by the Recreation Grounds committees for the allotment of the Wenguecheang and Queen's recreation grounds have been confirmed by H.E. the Governor, as are published in the current Gazette.

It is reported that there is a large number of counterfeit notes in circulation at Vladivostok and the Japanese Bank agency there has lost Yen 107,000 by accepting some of them. A military clerk has been arrested in connection with the affair.

Dispatches from Teheran state that the Shah opened the Parliament with a speech from the Throne in which he proclaimed the Constitution and promised to adhere to all progressive efforts for Persia. Teheran was illuminated in the evening.

The extract of meteorological observations made at the Hongkong Observatory during September shows that the average maximum temperature for that month was 85.3 deg. the minimum 77 deg. and the total rainfall 30.55 inches.

The foreign trade of Great Britain during September was £45,088,567 in imports and £30,525,153 in exports. The figures show a decrease of £664,061 in imports on those of the corresponding period of the previous year, and an increase of £1,174,063 in exports on those of the same period.

The appointment of Lieut. C. W. Bodkwith, R.N., to act as Harbour Master, Marine Magistrate, Emigration and Customs Officer, Superintendent of Gunpowder Depot, Collector of Light Dues and Superintendent of Imports and Exports, in succession to Mr. E. Jones, with effect from the 20th instant is published in the Gazette.

The German Government, in the Budget for the next fiscal year, will ask the Reichstag to vote expenditures for an expansion of the German Navy, and the development of the coast defence on the coasts of the Baltic and North Sea. It is said that the mode of providing the expenditure has already been decided upon. Probably the Customs tariff and the duties on spirits and tobacco will be increased.

The Kobe Herald learns from Japanese papers that the Mitsui family are at present making arrangements to establish a great cotton spinning company at Shanghai, with a capital of twenty or thirty million yen, for the purpose of selling the products direct to China and Korea. It is believed that large profits can thus be secured, as the expense of importing the raw cotton from China and then exporting the finished article will be saved.

At the request of thirty-eight shareholders in the Shanghai Dock Co., Ltd., an extraordinary general meeting of shareholders will be held on November 1st in order to consider a proposal which has been made by them for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks. Particulars of such proposal and the resolutions to be submitted at the meeting will be sent to the shareholders.

The Shanghai Municipal Council has felt it necessary to make some allowance to its large Chinese staff in consequence of the high price of rice. Every employee whose monthly wage is less than \$15 is to receive temporarily an additional \$1.50 and for those with wages between \$15 and \$20 the bonus is to be \$1. This step, which is estimated to cost about \$12,000 monthly while it lasts, is only one indication of the extra burden which foreign residents, directly or indirectly, must all bear as cheerfully as they can till the present depression passes.

According to returns published by the Finance Department of the Japanese Government, the national income for the present fiscal year up to September 30 was Yen 106,284,669 from ordinary and Yen 2,033,451 from extraordinary sources. The total shows an increase of Yen 13,758,385 on the total income for the corresponding period of last year. The ordinary national expenditure during the same period amounted to Yen 213,304,236 and the extraordinary to Yen 37,444,812, a total increase of Yen 97,542,037 over that for the corresponding period of last year.

Sir Claude and Lady Macdonald, on their way home from Tokyo, were to be the guests at Shanghai of Mr. Henry Kowick. The newly formed British Association of Japan gave them a farewell fika at Yokohama. Sir Claude said it was a very real pleasure to him to push the interests of British trade and commerce, and he assured his audience that if he did not do his duty in this respect he would soon hear from His Majesty's Government. The day had passed when it was considered *prima facie* for a Minister to concern himself with the advancement of British commercial interests.

Two rumours were current in the city on Saturday, or to the effect "that the river steamer *Shan Lee* had been burned at Kong-moon, while the other stated that the steamer destroyed by fire was the *Tai On*. The safe arrival of both vessels in port yesterday dispelled the fears created by these fabrications.

Another Japanese died at Shanghai on October 16th as a result of injuries received in the affray with German soldiers on the night of the 13th inst. reported in our telegrams. In consequence, after a brief inquest, the five sailors from the German gunboat *Itzehoe*, already remanded, were brought up at the German Consulate and again remanded, under arrest, for trial by court-martial.

The captain of the German steamer *Chautauk* which arrived at Moji on the 11th inst., from Vladivostok, reported that an iron lighter was found drifting when about two hundred miles from Moji. The steamer took the lighter in tow, but the frequent breaking of the cable necessitated its abandonment and it is now a danger to navigation.

The Central Government at Peking has sent instructions to the Viceroy and Governors of the various provinces of the Empire to send up without delay a detailed statement to the number of mow of land in each province devoted to the cultivation of the poppy, the names of districts where it is cultivated; the quantity and quality produced annually; the annual revenue obtained by each provincial government in the shape of Customs' duty and *likin* on raw opium; how much is consumed locally and how much is exported to non-producing provinces.

The Shanghai fire reported in a recent Daily Press telegram is attributed to the ignition of part of the roof by a soldering stove while the workmen were away for a meal. The building is insured for about Tls. 60,000 in Hongkong and Copahang companies. It is believed that with the exception of the attics and third floor the building has suffered no structural damage, and that only these portions will have to be rebuilt. No windows had been put in so the wind played havoc with the flames when once the woodwork had caught. The *N.C. Daily News* comments: "This fire would seem to point to the danger of centralization of the cable offices here, for serious interruptions in the service would have ensued had the whole of the offices been burnt out."

Large property owners on the south side of Market St., San Francisco, have decided to test by judicial proceedings the arbitrary classification for payment of insurance risks adopted by the Commercial Union, the Palatine and other English companies represented in the city. The classification laid down by these companies has the single merit of simplicity, but no other. In a word, it is purely geographical. If the property was east of Eighth and south of Market Street or in the wholesale or financial district on the other side of Market Street they offer 50 cents on the dollar. In other parts of the burned district they offer 75 cents on the dollar. Either these companies are liable or they are not. If they pay anything that is an admission of full liability. The earthquake clause does not say they shall be liable for 50 per cent in one part of town and for 75 per cent in another quarter, but that they shall be free from all liability where the fire was due to earthquake conditions. The contention of the companies is that 50 per cent of the fire was due to earthquake in one quarter, while in another 25 per cent of the fire was due to that cause.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

FRENCH CABINET RESIGNS.

LONDON, October 21st.
The French Cabinet has resigned.

FRENCH NAVAL DISASTER.

LONDON, October 21st.
The hatch and commingtower of the French submarine *Latouche* [which was sunk off Bizerta, Tunis] were found open.

SEVERE GALE IN SCOTLAND.

LONDON, October 21st.
Enormous damage has been caused by a gale which swept Southern Scotland.

CENTRAL AMERICA STORM-SWEPT.

LONDON, October 21st.
Central America has been visited by heavy storms.

REUTER'S SERVICE.]

FRANCE.

LONDON, October 18th.
M. Sarrien has informed President Fallieres that he is going to resign on account of ill health; his decision however is not yet final.

LONDON, October 19th.
M. Sarrien will resign to-day, officially.

THE CHINESE CUSTOMS.

LONDON, October 19th.
Sir Edward Grey, writing to the Newcastle Chamber of Commerce, said, if it appeared that the change involved by the Chinese Customs edict, was not only one of form but also of substance, the Government would take prompt action to consider the question, securing the co-operation of the other Powers in representations to China.

GUNNERY TRIALS OF H.M.S. "DREADNOUGHT."

LONDON, October 19th.
At the gunnery trials of H.M.S. *Dreadnought* in the Channel near Portsmouth, each of the 12-inch guns was fired separately, after which they were fired in pairs; then six, and finally eight, the latter constituting a broad side, were fired simultaneously, with a full service charge of 265 lbs. of cordite. The structure of the vessel was wholly uninjured by the immense strain.

THE STANDARD OIL CO.

LONDON, October 19th.
A jury of the State of Ohio, after deliberating for 32 hours, has found the Standard Oil Co. guilty of a conspiracy to restrain trade since 6th July, 1903. The law makes each day's business a separate offence, punishable by a fine not exceeding \$5,000.

NEW RACE OF GIANTS.

FOREIGN ST. OF ENGLAND IN FIFTY YEARS.

A race of giants will inhabit England in 1950. The average stature of the inhabitants of the country will have increased 1½ ins., and the average weight 1½ lbs. The average length of life will have increased nearly ten years, and disease will have almost disappeared.

These were the predictions made by Mr. W. Stansfeld, of Manchester, in a paper read at the concluding session of the sanitary inspectors' conference at Blackpool. The address took the form of quotations from an imaginary review of the sanitary achievements of the half century ending in 1950. It began with the statement that in 1850 there would be a royal palace at Blackpool, and that a municipal flag bearing the motto "Let them all come" would fly over the town hall.

The review also commented on the progress made in the war on disease. In the early part of the twentieth century dozens of diseases were prevalent which had since then disappeared. Consumption was regarded as a fearful scourge, but in 1950 it was almost extinct. Cancer was a dreadfully prevalent, but in 1950 an isolated case was a rarity which attracted the attention of scientists all over the world.

In the early part of the century the public mind was greatly exercised over physical deterioration and the decline of the birth-rate. Public meetings were held to discuss the situation and devise a remedy, and many plans were proposed which in the light of 1950 only provoked a smile.

Sir James Crichton-Browne, in the concluding address, said that in his opinion feeding was more important than education, and that to try to educate underfed children was worse than useless. Education on an empty stomach was a mockery, he said.

Step by step with the development of our civilization it seems inevitable that decadence and immorality should become more pronounced, or rather that, having an opportunity of becoming centralized in large cities, it should gather to itself the evil elements of the nation.

... ..

INTIMATION.

S. MOUTRIE & CO., LTD.

ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Charter Road.
Hongkong, 3rd July, 1906. 1527

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length, 722 feet
Length on Blocks, 714
Width of Entrance on Top, 96
Width of Entrance on Bottom, 88
Water on Blocks at Spring Tide, 34

DOCK No. 1.
Extreme Length, 523 feet
Length on Blocks, 513
Width of Entrance on Top, 88
Width of Entrance on Bottom, 82
Water on Blocks at Spring Tide, 41

DOCK No. 2.
Extreme Length, 571 feet
Length on Blocks, 561
Width of Entrance on Top, 86
Width of Entrance on Bottom, 82
Water on Blocks at Spring Tide, 42

PATENT SHIP.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) especially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice. 1175

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SITHONIA,"
Captains Behmer, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Oct. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 18th October, 1906. 1190

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SEGOWIA,"
Captains Schofield, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Oct. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th October, 1906. 11950

NOTICES TO CONSIGNEES.

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Australien" and "Medea," from Havre or S.S. "Bagdad," from Bordeaux or S.S. "Ville de Marseille," in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 22nd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognized. All damaged packages will be examined on Monday, the 22nd Oct., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 15th October, 1906. 72

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAWADI."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th inst., at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 18th October, 1906. 11941

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared before the 26th October will be subject to rent.

All ship-damaged packages must be left in the Godowns, and Notices of same sent to this Office before the 28th October, or Claims in connection therewith will not be recognized.

No Fire Insurance has been effected.
NIPPON YUSEN KAISHA, Agents.
Hongkong, 18th October, 1906. 11942

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 17th October, 1906. 7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:
From London, &c., via S.S. "Moolten."
From Australia, &c., via S.S. "China."
From Persian Gulf, &c., via S.S. "N. S. & B. & P. S. N. Co.'s Steamers."
Optional goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 24th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 18th October, 1906. 11

SCIENTIFIC MISCELLANY.

IMPROVED LIFE-SAVING—MUSEUM OF ACCIDENT PREVENTION—SINGULAR ALTERATION OF METALS—RADIUM POISONING—ENCRUSTED ROCKS—SUMMER GLASS—DISC CINEMATOGRAPH—BLOWPIPE PROGRESS—LIGHTED CLOTHING

Artificial respiration in the apparently drowned is usually set up by regular flexion of the arms of the prostrate patient. Seeking more positive and better action, Dr. Eisner, of Szazvaros, Hungary, has developed the new plan—of alternately raising and depressing the abdomen, and believes that this is a much more effective method of resuscitation.

His simple apparatus is a kind of corset, which is strapped to the body and made tight by an edge pad, with a foot bellows for compressing and exhausting the air. The abdomen rises and falls with the varying pressure in the corset, and this gives not only vigorous inspiration and expiration but also a gentle heart massage, the combined action tending to give favorable results even in desperate cases.

The permanent exhibition of accident-preventing appliances at Charlottenburg is to have an annual grant of 50,000 marks. It now contains 115 large machines with 600 smaller appliances, and 15 electric motors supply driving power. Accident-preventing parts of machines are painted red, while dangerous parts are blue. Workmen's clothing, eye protectors, safety catches, door locks and speed brakes are shown, with safety devices for lathes, presses, circular saws, etc. Safety scaffolding is placed on the grounds, while a gallery gives lessons in preventing industrial diseases.

Aluminum, calcium, zinc, magnesium, etc., affect the photographic plate, though not classed as radiative. A late remarkable observation is that the electric spark sometimes increases the effect, sometimes lessens it, while this influence—though so superficial that slight sandpapering removes it—persists for months.

The physiological effects of feeble radioactivity have been a subject of investigation in France by E. S. London. Using a quarter of a grain of radium he applied this to the fore arm for brief intervals and obtained a distinct reaction after a minimum exposure of 15 seconds. He suspended four grains of radium bromide in a cage about 18 inches long by 16 wide and 12 high. Three rabbits confined in this cage showed redness of the ears after 15 days, while burns soon appeared on the backs, and after 14 months the backs and heads were denuded of fur and covered with ulcers. Movements had become apathetic and slow, the hind legs being partially paralyzed. The eyes were affected, and post-mortem examination revealed changes and degenerations in the muscles, liver, spleen, kidneys and generative organs.

The dark film sometimes found on the racks of rivers has been studied by a Cairo chemist at the Nile first Cataract. It is concluded that the film like that of desert rocks, arises from material in the rocks themselves, and that the depth of color depends upon the amount of black oxide of manganese contained, although silica tends to add to the darkening. The film is formed and preserved only in hot climates having a small rainfall.

Ordinary window glass passes nearly all of the heat coming from the sun although it intercepts dark heat, but the new glass of Richard Seigmondy, an Austrian, is claimed to prevent the passage of nine-tenths of the heat of the sun's rays. This glass would change a hot house into a cold house. The advantages seem to be numerous, but not least should be the delightful coolness of summer cottages having windows of the new material.

Instead of the long celluloid film, a London photographer uses circular glass plates for the cinematograph. The pictures are taken in a spiral, and a plate 15 inches in diameter holds several hundred, recording a story lasting about four minutes.

Recent researches have shown that explosions in gases travel from one end of a tube to the other at a certain definite speed. This has suggested an important improvement in the blowpipe, and in the apparatus brought out by the Société l'Orlygrique of Paris the gases are mixed before being led to the flame explosion in the tube being prevented by forcing the mixture from the nozzle at a speed greater than the rate of propagation of the flame. The blowpipe is very simple. It is ordinarily a long conical nozzle with two openings at the larger end, a rubber tube passing to each inlet from a gas cylinder provided with valves and pressure gauges combined with gas expanders, but a large size has a mixing chamber with a single tube leading from it to the nozzle. A light form, weighing half a pound, uses hydrogen and oxygen, the acetylene model being heavier. This blowpipe is especially useful for welding tubes pieces of steel, boiler work, etc., and it can be applied also to the cutting of metals.

With a device for moving and directing the flame, a circular disc can be cut from an inch-thick steel plate at the rate of a foot a minute as saw cuts a soft plank, the cut being scarcely thicker than that of a saw.

In the latest fight against the rabbit pest in Australia, the attempt is made to destroy the animals in their burrows. A specially constructed boiler is used, with a length of flexible

metallic hose, and steam at high pressure is forced into the burrow after first closing all openings except that for the hose. The early results have been very encouraging.

Ordinary clothing, it is pointed out, keeps the skin of man in almost complete darkness. A London physician advises that consumptives wear white clothing, and that it be of linen or cotton, never of silk, blue and violet pass the higher rays fairly well, and might be worn but red, black, yellow and green transmit little but heat rays, and should be avoided.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated 20th October, 1906:—The market has been very quiet during the week under review, and hardly anything has been done. The sterling demand rate of exchange on London closes at 2s. 3.3.10, while rates on Shanghai are 1s. 7.3.7 for a Bank T/T, and 1s. 7.3.7 for a three days' sight private Bill. The rate in Shanghai on this for a three days' sight private draft being 1s. 7.2.1. Barsilver, in London is quoted 32.3.10. Consols have fallen to 25.15.10, and the Bank of England rate of discount has advanced to 6 per cent.

Easy Shares.—A steady demand for small lots caused Hongkong and Shanghai Bank shares to rise to \$8.10 buyers, after sales at \$8.10, \$8.12, \$8.15 and \$8.10; the London rate is 25.15.10. Nationals have sellers at \$50, and buyers at \$47.

MAINE INSURANCE SHARES.—Unions have sellers at \$7.75, and small buyers at \$7.75. China Eastern on the place at \$85. North China have sellers at 1s. 5.7.3.

Yankee shares are on offer at \$170. Cantons sold and have sellers at \$320.

FIRE INSURANCE SHARES.—Hongkong and Shanghai Fire Insurance Co. shares are wanted. A few Chinas were placed at \$95, at which figure there are further small buyers.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamship Co. shares changed hands at \$20, at which rate the market closes with further buyers; the Company's steamers *Kowloon* and *Langkai* have been refitted, and arrived in the harbour yesterday. The *s.s. Kowloon* is likely to be put again on the river service early next week, to be followed by the *Fabian*, her repairs being nearly finished, and we also hear that the *s.s. Kowloon* is expected to be put on the river service in a few days. Indo-China have dropped to sellers at \$73, while in Shanghai 1s. 5.3. has been accepted; the London rate, however, has gone up to 25.15.10. China and Malacca are on the market at \$22, and Douglas at the reduced rate of \$42. Star Ferries, Hongkong Steam Waterboats, as well as Shell Transporters are unchanged.

REVENUE.—China Sugars sold at \$150 each and end of the month, and have further sellers. Luxons are unchanged.

MINING SHARES.—Lambas sold at \$94 and \$94, closing with sellers at \$94.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Wharves Dock Company Shares changed hands at \$113 and have further sellers. Fenicks as well as New Amoy Dock Shares are unchanged. Shanghai Docks have risen weak and close in the north with sellers at 1s. 10.4, we hear by wire that a meeting has been called for 1st proximo to consider a proposition for the purchase of the "Old Dock" property and part of the property between the Cosmopolitan and International Docks by a new Wharf and Godown Company, which it is proposed to be formed for that purpose. Apparently the leaders (vide our circular of 4th August), which were opened on the 15th instant, were not sufficiently high. Hongkong and Kowloon Wharf and Godown Company Shares changed hands at \$94 to \$93, closing with sellers at \$92. (Shanghai) and Hongkong Wharf Shares have buyers in the north at 1s. 2.3.4.

LANDS, HOTELS AND BUILDINGS.—With the exception of Humphreys, which sold at \$11 and \$11, closing with sellers at \$11, nothing has been done in shares under this heading.

CORPORATE MISCELLANEOUS.—Shanghai quotations are: From the 7th International 1s. 7.0, Laos Kong Mow 1s. 8.1, and Szechow 1s. 3.25. Hongkong Cottons are for sale at \$13.

SONDRY MANUFACTURING COMPANIES.—China Light and Power have needed to sellers at \$94. Hongkong Electric sold at \$144 to \$15, closing, steady at latter figure. Green Island Cement sold at \$124 to \$13, closing quiet. Other Stocks under this heading are unchanged.

MISCELLANEOUS.—China Providents have dropped to sellers at \$9.40. Langkats, have buyers in the north at 1s. 2.3.4. Steam Laundry Shares sold and are in demand at \$54. A. S. Watsons changed hands at \$124 and \$124.5 at the lower figure small lots are wanted. Wm. Powells have dropped to sellers at \$84 or the first dividend of 30 cents per share (making in all 8 per cent. for the year ended 30th June), paid on 15th instant. Other stocks under this heading are unchanged.

W. WHITELEY LTD.
Universal Providers.
WESTBOURNE GROVE, LONDON, W.

THE BIGGEST STORE IN THE WORLD.

HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.

General Illustrated Catalogue (250 pages), or any Departmental List sent free to bona fide applicants.

1117

Abbey's Effervescent Salt

Your Stomach is the key to your health.

If you keep your Stomach healthy, you are sure to be well.

If you use Abbey's Salt it will keep your Stomach in such perfect condition that you simply can't help being well.

When your trouble comes from the Stomach, Abbey's Salt is the right thing to take—don't forget that.

Sold in two sizes by all Chemists and Stores, and by Walker, Lidd, and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 144, Queen Victoria Street, London, E.C.

1082-6

CLEANSE YOUR BLOOD WITH GRIMAUD & CO'S SARSAPARILLA



The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAUD & CO, 4, rue de Valenciennes, PARIS.

1165-1

DINNEFORD'S MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Effective Agent for Regular Use.

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Luxury & Economy

meet in Van Houten's Cocoa, for it not only possesses the finest flavour, it is also the most economical in use.

"Goes farther than other brands, and is therefore more economical."—Health.

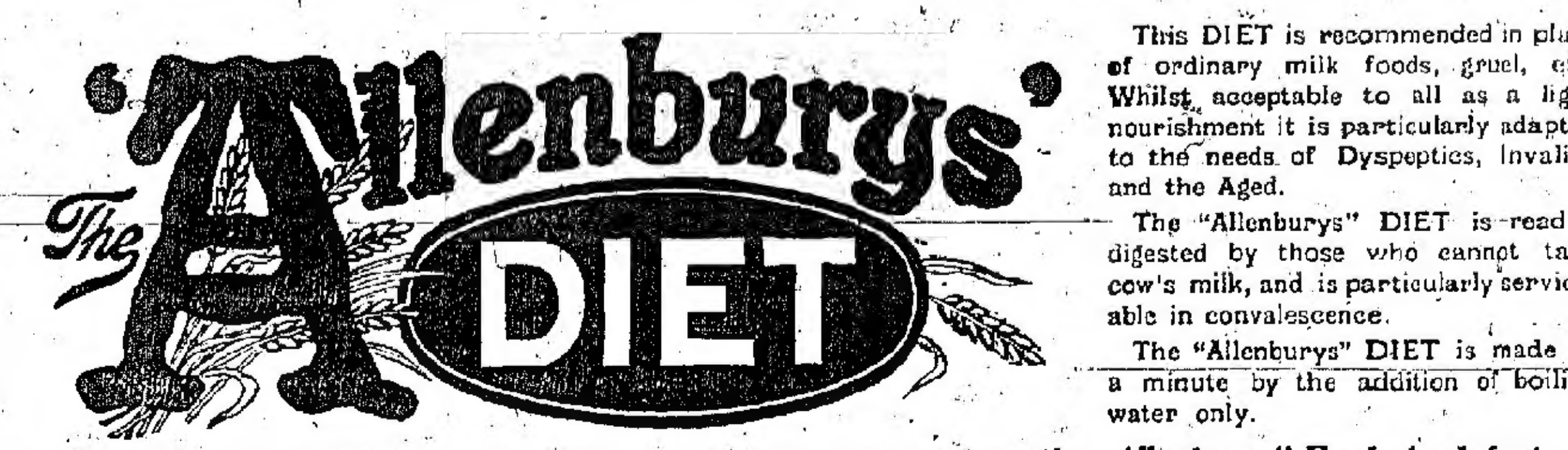
"Its flavour, soft and fully developed, is delicious."—Court Journal.

van Houten's Cocoa

Best & Goes Farthest.

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A LIGHT NOURISHMENT FOR GENERAL USE.



The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburys" DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburys" DIET is made in a minute by the addition of boiling water only.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse, PARIS.

SECURITIES issued by European Gov'ts and Municipalities offering prospects of immense returns.

To be purchased for cash or on the "Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed, excepted and facilities for payment. Numbers checked after every drawing. Results Drawings in English. 100,000 drawn Bonds advertised at once. Prizes collected free of charge (Bonds purchased "at sight"). Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

SHIPPING

ARRIVALS

Amoy, German str. 777, N. Baltzer, 21st October—Touma 10th Oct. and Hoihow 13th Oct. and Pigs—Jensen & Co.
Chungking, British str. 1,193, G. S. Weigall, 21st October—Chiao 15th Oct., General—Jardine, Matheson & Co.
EMPEROR OF INDIA, British str. 3,082, E. Beetham, 21st Oct., Vancouver 2nd Oct. and Shanghai 15th, Mails and General—C. P. R. Co.
HAINAN, British str. 1,297, A. E. Hodgins, 21st Oct., Paochow 19th Oct. and Amoy 20th, General—Douglas, Lapraik & Co.
HAILAN, French str. 377, 21st Oct., Pakhoi and Hoihow 20th Oct., General—A. R. Marly.
HASUNAGI, British steamer, 21st October, from Canton.
HERMAN MEXZELL, German str. 1,635, Moller, 21st Oct., Nagasaki 15th October, East Asiatic Trading Co.
KICKASS, British str., 20th October—from Canton.
LIANGCHOW, British str. 1,213, Haider, 20th October, Paochow and Chiao 10th Oct., General—Butterfield & Swire.
MASSANG, British str. 1,644, R. Haughton, 20th Oct., Szechow 14th October, Finbar and General—Jardine, Matheson & Co.
MERKEA, Chinese str. 1,334, J. McArthur, 21st October—Shanghai 18th Oct., General—Chinese.
PAOWING, British str. 1,553, Gagan, 19th Oct., Shanghai 18th Oct., General—Butterfield & Swire.
VICTORIA, Swedish str. 680, J. A. Hedberg, 21st Oct., Szechow 14th October, Singapore—August, Thompson & Co.

DEPARTURES

BOURBON, French str. for Saigon.
CAROLAN, British str. for Hongkong.
CEYLON, British str. for Hongkong.
DELTA, British str. for Europe.
HANCOCK, British str. for Canton.
INABA MARU, Japanese str. for Kobe.
KAGOSHIMA MARU, Japanese str. for Shanghai.
KANAGAWA, Japanese str. for Shanghai.
SHANTUNG, British str. for Manila.
SITHONIA, German str. for Hongkong.
TATIAN, British str. for Kobe.
TARTAN, British str. for Hongkong.
ZORASTER, British str. for Kobe.
Oct. 24.
CARL DIETRICH, German str. for Hoihow.
JOSHUA MARU, Japanese str. for Hoihow.
LIANGCHOW, British str. for Canton.
MICHAEL, British str. for Canton.
PAOWING, British str. for Canton.
PERIA, British str. for Canton.
SIGMA, German str. for Canton.

SHIPPING REPORTS

The German str. *Amoy* reports: Very strong N.E. monsoon and clear weather.
 The Chinese str. *Meigoo* reports: Strong N.E. monsoon and high sea throughout.
 The British str. *Paochow* reports: Strong monsoon and very heavy sea between Nankai and Tientsin and the weather.
 The British str. *Hoihow* reports: Paochow to Broker Point strong N.E. wind, and thence to port N.W. wind and Bay weather throughout.
 The British str. *Liangchow* reports: Light S.W. winds from Chiao across the Yellow Sea; then gale from N.W. around to N.E. by N. and heavy gale in N.E. Formosa Channel and high sea running from Broker Point to port variable breeze.
 The British str. *Chiaofoo* reports: Chiaofoo to lat. 34° N. light wind and fine. Lat. 31° N. to Pao Shan Island strong N.W. wind and rough sea. Pao Shan Island to Lianouk strong N.E. monsoon increasing to moderate gale in Formosa Channel, with high sea. Lianouk to port light to strong wind and moderate sea. Weather fine and clear throughout.

VESSELS IN DOCK

Oct. 20th.
ABERNETHY DOCKS—Signal, *Chiaofoo*, *Maan*, *Kowloon*, *Docks*, *Szechow*, *Ch. Hoihow*, *Johanne*, *Paochow*, *Chiaofoo*, *Davao*, *Sabre*, *Monteagle*, *Kinshan*, *H.M.S. Taku*, *Lungshan*.
COSMOPOLITAN DOCKS—I. F. Chapman, *Rhygia*, *Micropi*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & POOCHOW.

THE Company's Steamship

"HAINAN."
 Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 21st inst. at Noon.
 For Freight or Passage, apply to
DOUGLAS, LAPRAIK & CO.,
 General Managers,
 Hongkong, 20th October, 1906. [1854]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
 Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 21st inst. at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSON & CO., LTD.,
 Agents,
 Hongkong, 16th October, 1906. [1898]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, Ceylon, Australia, India, Aden, Egypt, Mediterranean Ports, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."
 Captain C. D. Goldsmith, carrying H.M. Majesty's Mails, will be despatched from this Port on SATURDAY, the 23rd November, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 15th December.
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply
E. A. HEWITT,
 Superintendent,
 Hongkong, 22nd October, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, k.n.e.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	GLENEARN	Brit. str.	—	Houghton	McGregor Bros. & Gow	On 31st inst.
LONDON & ANTWERP	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 31st Nov. at Noon.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	Lancelotti	McGREGOR, TOMES & CO.	About 15th Nov.
MARSEILLES, &c. via PORTS OF CALL	TOURANE	French str.	—	von Binzer	McGREGOR, TOMES & CO.	On 30th inst. at 1 P.M.
BREMEN, via PORTS OF CALL	PRINCE LEONARD	Ger. str.	k.w.	Ginstendrius	McGREGOR, TOMES & CO.	About 30th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 24th inst., at Noon.
HAMBURG & BREMEN VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAMBURG & BREMEN VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAMBURG & BREMEN VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 16th Nov.
ODessa	PETRONIA	Rus. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	Cowley	McGREGOR, TOMES & CO.	About 2nd Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	—	—	McGREGOR, TOMES & CO.	About 13th Nov.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENS	Brit. str.	1 m.	—	McGREGOR, TOMES & CO.	About 20th Nov.
SOUTH AMERICAN PORTS VIA MANILA	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KARATO MARU	Jap. str.	—	W. E. C. S. Palmer	CANADIAN PACIFIC R. CO.	On 28th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Holmes	DOUGLAS & CO., LTD.	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	TOYO KISEN KAISHA	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	SANTAFAN	Ger. str.	—	G. Wendig	GIBB, LIVINGSTON & CO.	On 13th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	SEGOVIA	Ger. str.	k.w.	Schönfeldt	McGREGOR, TOMES & CO.	To-day, at Noon.
YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	E. W. Bruce	HAMBURG-AMERIKA LINIE	To-day.
YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	Brouwers	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	—	H. Harter	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 25th inst., at 4 P.M.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-day.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 21st inst.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 27th inst.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 28th inst., Daylight.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 28th inst., at 10 A.M.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 1st Nov.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	About 1st Nov.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	About 5th Nov.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 25th inst., Daylight.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 31st inst., at 10 A.M.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at Noon.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 27th inst., at 4 P.M.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 3rd Nov., at Noon.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	LIANGCHOW	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 27th inst., at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct. Noon.
RUBI	2540	R. Almond	Manila.	On 3rd Nov. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 20th October, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "BRAEMAR" ... About 20th November.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 9th October, 1906.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN-BALTIC PORTS	"NIKOBAR"	On or about 30th Oct.
SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK	"SAN DOMINGO"	On or about 5th Nov.
ODessa	"CAMBODIA"	On or about 3rd Dec.
	"PETRONIA"	On or about 10th Dec.

For Further Particulars apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 17th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Tuesday, 23rd Oct., daylight.
TIENTSIN	"CHIPSANG"	Thursday, 25th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"YAMSAUNG"	Saturday, 27th Oct., 3 P.M.
MANILA	"YUENSANG"	Saturday, 27th Oct., 4 P.M.
SHANGHAI	"CHOYSANG"	Sunday, 28th Oct., daylight.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nanchang & Yangtze

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.

Hongkong, 20th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 24th October.
TREMONT	9,606	T. P. Garlick	On 20th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings,

Hongkong, 2nd October, 1906.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers—"RHENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA," and "SILEZIA." The steamers are especially built for the tropics and have luxurious passenger accommodation, first-class. Cabins amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardsesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

RHENANIA	Capt. v. Hoff	1st November
HOHENSTAUFEN	Jaeger	2nd December
SILEZIA	Bahl	2nd January
SCANDIA	v. Doehren	1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG	Capt. Filler	2nd November
RHENANIA	v. Hoff	14th December
HOHENSTAUFEN	Jaeger	11th January
SILEZIA	Bahl	8th February
SCANDIA	v. Doehren	22nd March
HABSBURG	Filler	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SEGOVIA	FOR YOKOHAMA & KOBE	22nd October
RHENANIA	FOR SHANGHAI, KOBE & YOKOHAMA	1st November
ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	13th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, and Also via Aden or Port Said by the "Arabian" Persian Service to Arabian and Persian Gulf Ports.

HABSBURG	FOR HAVRE & HAMBURG	2nd November
TEUTONIA	FOR ANTWERP & HAMBURG	10th November
BRISGAVIA	FOR HAVRE, BREMEN & HAMBURG	16th November
SEGOVIA	FOR HAVRE & HAMBURG	20th November
SITHONIA	FOR HAVRE & HAMBURG	30th November

Hongkong, 17th October, 1906.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Holmes, will be despatched for the above Ports on SATURDAY, 27th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stearndess and a duly qualified Surgeon are carried.

N.L.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents,

Hongkong, 5th October, 1906. [1860]

COMPAGNIE DES MESSEGERIES

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA..... Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOI and KOBE	SUMATRA..... Capt. E. W. Bruce	About 26th October	Freight and Passage.
SHANGHAI	MALTA..... Capt. R. A. Peters	About 1st November	Freight and Passage.
LONDON, &c. VIA USUAL PORTS OF CALL	SIMLA..... Capt. C. D. Cooksmith	Noon, 3rd November	See Special Advertisement.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 20th October, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG".....	On 22nd October.
MANILA	"TEAN".....	On 23rd October.
SHANGHAI and CHINKIANG	"HANGCHOW".....	On 25th October.
CHEFOO, NEWCHANG and TIENTSIN	"LIANGCHOW".....	On 25th October.
SHANGHAI	"YCHOW".....	On 27th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAJENES, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN".....	On 12th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th October, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI VIA SWATOW AND AMOY	"MASAN MARU"..... Capt. I. SAKURAI	SUNDAY, 28th Oct., at DAYLIGHT.
* SHANGHAI VIA SWATOW, AMOY and FOCHOW.	"ROSHU MARU"..... Capt. T. SUGIWA	SUNDAY, 28th Oct., at 10 A.M.
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"..... Capt. S. ITO	WEDNESDAY, 31st Oct., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 20th October, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 First and £42 Second Saloon,
TO LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

[1889]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY 24th October
PRINZESS ALICE	WEDNESDAY 21st November
ROON	WEDNESDAY 21st December
BUELOW	WEDNESDAY 18th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GREISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon, the Steamship "PRINZ LUDWIG," Captain von Bizar, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted 6H Noon, on Monday, the 22nd Oct. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 23rd Oct. and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA and GIBRALTAR:

1st Class 2nd Class 3rd Class

91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG:

65 0 0 44 0 0 24 0 0

97 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA or GIBRALTAR:

64 0 0 44 0 0 26 0 0

115 0 0 79 0 0 47 0 0

123 0 0 83 0 0 49 0 0

VIA BREMEN or SOUTHAMPTON:

123 0 0 83 0 0 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

LIVRESHIP OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
SANDAKAN	MONDAY, 22nd Oct.
WILLEHAD	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.

ON MONDAY, the 22nd OCTOBER, at Noon, the Steamship "SANDAKAN," Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

350— 300— 250— return 350— 350—

TO NEW GUINEA..... 228— 218.10 return 242— 227.15

TO BRISBANE..... 230— 220— 214— return 254— 236—

TO SYDNEY..... 233— 223— 215— return 259.10 241.10

TO MELBOURNE..... 234.10 224.10 216— return 262.5 244.5

TO YOKOHAMA..... 230.00 220.00 210.00 return 270.00 250.00

TO KOBE..... 235.00 225.00 215.00 return 275.00 255.00

TO YOKOHAMA and back from KOBE..... 2140.00 2100.00

TO EUROPE VIA AUSTRALIA and COLOMBO by Imperial Mail Steamer 227.0 0.

TO EUROPE VIA AUSTRALIA and AMERICA..... 96.0 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"ROON".....	Wednesday, 24th Oct.
YOKOHAMA and KOBE	"WILLEHAD".....	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW".....	Wednesday, 7th Nov.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T.K.K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates—

To London via Plymouth or Southampton..... 222.0 0.

To Bremen..... 62.0 0.

To Paris via Cherbourg..... 65.0 0.

To Naples, Genoa via Gibraltar..... 65.0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

PASSENGER SEASON 1897.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. FOLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON EINZEL.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC TO THE EMERALG LINE. Saving 5 to 10 days Ocean Travel, 11 DAYS YOKOHAMA to VANCOUVER, 15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF CHINA" 6,000	THURSDAY, 25th Oct. 12th Nov.
"EMPEROR OF INDIA" 6,000	THURSDAY, 22nd Nov. 10th Dec.
"ATHENIAN" 6,000	WEDNESDAY, 28th Nov. 22nd Dec.
"EMPEROR OF JAPAN" 6,000	WEDNESDAY, 29th Dec. 7th Jan.
"MONTEAGLE" 6,163	WEDNESDAY, 26th Dec. 19th Jan.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW "PALATIAL" "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence 260; via New York 262.

Intermediate on Steamers..... 240; " " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILWONG	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIBODAS	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 2th October, 1906.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

SHIPPING IN PORT.

STEAMERS.
AMERICA MARU, Japanese str., 3,450, Philip Goring, 13th October—San Francisco 14th Sept., General. Toyo Kisen Kaisha.
BORNEO, German str., 1,344, A. Decker, 18th October—Sandakan 13th October, Timber. Melchers & Co.
CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 10th Oct.—Singapore 4th Oct., General. David Sassoon & Co.
CHIYUEN, Chinese str., 1,177, C. Stewart, 18th October—Shanghai 14th Oct., General. China.
CHOWTAT, German str., 1,151, W. Mollermaun, 15th Sept.—Bangkok 9th Sept., General. Butterfield & Swire.
DEVAWONGSE, German str., 1,262, T. V. Brulin, 5th Sept.—Bangkok 27th Aug. and Holbow 3rd Sept., Rice and Meal. Norddeutscher Lloyd.
EMMALUYKEN, German str., 1,159, G. Cornaud, 16th July—Mauritius 22nd May, Sugar. China.
EMPEROR OF CHINA, British str., 3,046, R. Archibald, 23rd Sept.—Vancouver 4th Sept., Mills and General. C. P. R. Co.
HANGCHOW, British str., 999, M. Weller, 18th Oct.—Nanchang and Chefoo 13th Oct., General. Butterfield & Swire.
HANGSANG, British str., 1,356, Spencer Wilde, 17th Oct.—Shanghai 13th Oct., General. Jardine, Matheson & Co.
INDRAWADI, British str., 3,389, R. N. Hill, 18th Oct.—New York 22nd Aug., General. Jardine, Matheson & Co.
JOHANNES, German str., 952, Ipland, 15th Sept.—Swatow 14th Sept.—Jensen & Co.
KIUKIANG, British str., 1,227, Miller, 17th October—Shanghai 11th October, General. Butterfield & Swire.
LISA, Swedish str., 998, H. Horn Dahl, 16th October—Probolinggo 2nd October, Sugar. Sander, Wieler & Co.
LOYAL, German str., 1,237, Fr. Natzing, 13th October—Bangkok 4th October, Rice. Sander, Wieler & Co.
Livia, German str., 1,772, Meyer, 17th Oct.—Haiphong 14th Oct., Coal.—Siemens & Co.
MACHIN, German str., 996, Tollner, 14th Oct.—Bangkok 6th Oct., Rice and Lumber. Butterfield & Swire.
MERAPI, Dutch str., 1,992, E. M. Uihall, 16th October—Singapore 1st October, Sugar. China.
MICHAEL JENSEN, German str., 951, H. Blundell, 18th Oct.—Nanchang 13th Oct., General. Toyo Kisen Kaisha.
MONTEAGLE, British str., 6,163, S. Robinson, 14th Sept.—Vancouver 7th Aug., Flour, Lead and General. C. P. R. Co.
NAUSAR, British str., 2,591, P. H. Rolfe, 15th October—Calcutta 10th Sept. and Straits 10th Oct., General. Jardine, Matheson & Co.
NEIL MACLEOD, Amr. str., 992, E. Corral, 19th June—Manila 16th June—Barretto & Co.
NORDEX, Norwegian str., 1,197, W. Wilhelmson, 14th September—Probolinggo 3rd Sept., Sugar.—Ouder.
N. S. DE R. SARIO, Amr. str., 715, M. Lopez Blanco, 12th June—Manila 9th June.—Barretto & Co.
PERSTA, Austrian str., 3,779, P. Craglietto, 19th Oct.—Shanghai 16th Oct., General. Sander, Wieler & Co.
POD MARU, Japanese str., 2,160, P. Kirai, 18th October—Mojji 12th October, Coal.—Mitsui Bussan Kaisha.
POW HATAN, British str., 1,640, W. F. Turner, 16th Sept.—Samarang 31st Aug., Sugar. De Witt & Co.
PAIK WAI, German str., 1,736, C. Wollmann, 13th Sept.—Kobe 12th Sept., General. Melchers & Co.
RAJABURI, German str., 1,189, O. Koch, 12th Oct.—Bangkok via Swatow 4th Oct., Rice and Wood.—Butterfield & Swire.
SANSEN, German str., 665, Fr. Behrle, 13th October—Bangkok 5th October, Rice.—Butterfield & Swire.
SANDAKAN, German str., 1,793, Wendig, 19th October—Singapore and Holbow 17th Oct., General. Melchers & Co.
SEROVIA, German str., 5,872, Schonfeldt, 13th Oct.—Hamburg and Singapore 12th Oct., General. Hamburg-Amerika Linie.
SHAWMUT, Amr. str., 9,696, Roberts, 17th Oct.—Tacoma and Manila 15th Oct., General. Dallwell & Co.
SIBERIA, American str., 5,655, A. Zedler, 19th October—San Francisco 21st September, Mails and General.—P. M. S. Co.
SIGNAL, German str., 990, G. Schlichter, 16th Sept.—Pakhoi via Holbow 12th September, Cow and General.—Jensen & Co.
SOROGON, American str., 428, Viteria, 7th Sept.—Manila 4th Sept., Ballast.—Order.
SUSOKIANG, British str., 997, G. H. Pennafather, 15th Oct.—Ningbo 15th October.—Butterfield & Swire.
TAIWAN, British str., 1,042, J. V. Martin, 13th October—Saigon 8th October, General. China.
TATSU MARU, Japanese str., 1,918, Naganagi, 14th Oct.—Kobe 7th October, General. China.
TEAN, British str., 1,346, Sommerville, 19th October—Manila 16th Oct.—Butterfield & Swire.
TERMAKUS, British str., 1,310, Williamson, 12th October—Saigon 7th October, Rice, Meal and General.—China.
TIBODAN, Dutch str., 2,459, P. Zwart, 16th October—Marsass 8th Oct., Piece Goods.—Java-China-Japan Lijn.
WANDSWORTH, British str., 2,968, D. Thomas, 12th October—Mojji 7th October, Coal.—Shewan, Tomes & Co.
WIK, German str., 1,810, Carstens, 16th Oct.—Hongkong 13th Oct., Coal.—

